

BookletChart™



Gloucester Harbor and Annisquam River

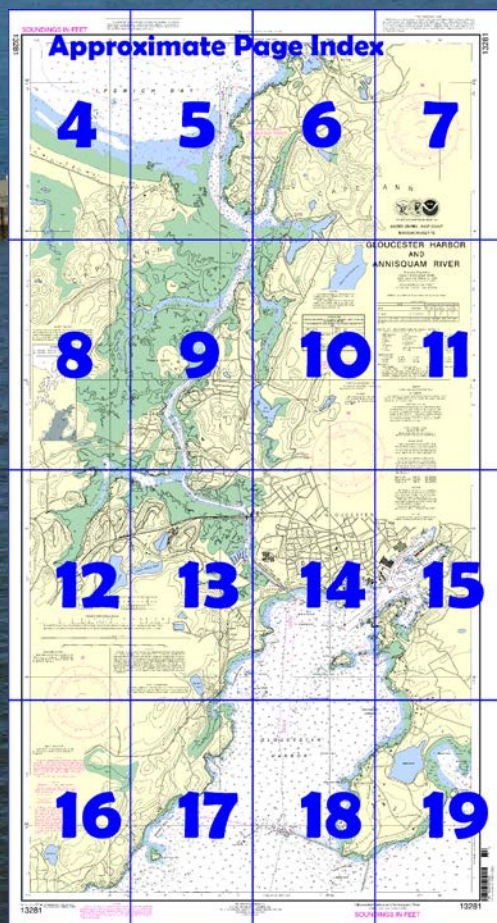
NOAA Chart 13281

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13281>.



(Selected Excerpts from Coast Pilot)

The **Annisquam River** and **Blynman Canal** form a thoroughfare leading from the eastern part of Ipswich Bay, northwest of Cape Ann, to Gloucester Harbor, on the south side of the cape.

Annisquam is a village and summer resort on the east side of Annisquam River just inside its north end. **Lobster Cove**, on the southeast side of the town, is the scene of much small pleasure-boat activity during the summer.

Prominent features.—**Annisquam Harbor Light** (42°39.7'N., 70°40.9'W.), 45 feet above the water, is shown from a white cylindrical tower with elevated walk to a dwelling on **Wigwam Point** at the east side at the

northern entrance to Annisquam River. A red sector in the light from 180° to 217° covers the shoals on the eastern side of the approach to the bar channel from the north. A lighted bell buoy marks the approach, and a sound signal is at the light.

Channels.—A marked channel with dredged sections across the bar at the northern entrance to Annisquam River and in the river and Blynman Canal leads from Ipswich Bay to Western Harbor at the north end of Gloucester Harbor; the project depth is 8 feet.

This thoroughfare is narrow, but is adequately marked by lights, daybeacons, and buoys and is extensively used by small craft. Strangers should have no trouble getting through with a smooth sea and by the use of the chart. The bar at the northern entrance is difficult to cross in a heavy sea. The best time is on a rising tide.

Anchorage.—Craft anchor in the coves, creeks, or estuaries of the waterway or moor at the marinas. The entrance of **Lobster Cove**, near the north end of the waterway east of Annisquam, has been dredged as far as the bridge. In 1997, the entrance had depths of less than 1 foot in the south part, gradually deepening to over 5 feet at the north edge; thence general depths of 5 to 8 feet were available in the middle of the anchorage.

Dangers.—No special directions are necessary. The chart is the best guide. In passing from north to south in the Annisquam River and Blynman Canal, take care to avoid the unmarked rocky area covered 4 feet on the east side of the channel about 775 yards north of the Annisquam Harbor Light and 100 yards southeast of Buoy 3; a rock covered 2 feet on the east side of the river channel about 60 yards southwestward of Annisquam Harbor Light; several rocks, submerged and awash, on the east side of the channel, marked by Daybeacon 7; a rock covered 4 feet, marked by a buoy, on the east channel edge about 125 yards northward of Annisquam Channel Light 25; and an unmarked rock that uncovers 1 foot on the southwest side of the southern entrance to Blynman Canal. In 1980, obstructions were reported in the vicinity of Annisquam River Channel Light 46.

Bridges.—About 2.5 miles south of Annisquam Harbor Light, State Route 128 crosses the waterway on a fixed span which has a clearance of 65 feet for a center width of 100 feet. About 0.7 mile southward of it, the railroad bridge has a 38-foot bascule span with a clearance of 16 feet. The bridgetender monitors VHF-FM channel 18A. At the southern end of the waterway, State Route 127 highway bridge has a 38-foot bascule span with a clearance of 8 feet. The bridgetender monitors VHF-FM channel 18A; call sign, WQA-834.

Currents.—Currents at Annisquam Harbor Light average 1.3 knots at strength. Tidal currents at the southern entrance to Blynman Canal average over 3 knots at strength, but greater velocities to 10 knots were reported in 1992 in the vicinity of Blynman Bridge (State Route 127). Mariners are advised to use caution when approaching the bridge. The Gloucester Chief of Police is also **harbormaster** for Annisquam River and Blynman Canal. The deputy harbormaster supervises the moorings and anchorages. A **speed limit** of 4 knots is enforced on the river and in Lobster Cove.

Small-craft facilities.—There is a marina on the west bank of Lobster Cove and several private float landings around the cove. Gasoline, diesel fuel, and water are available at the floats of the marina which have 12 feet reported alongside. Ice, provisions, and marine supplies are available. Overnight berthing is permitted, and guest moorings are maintained.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston

Commander

1st CG District

Boston, MA

(617) 223-8555

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



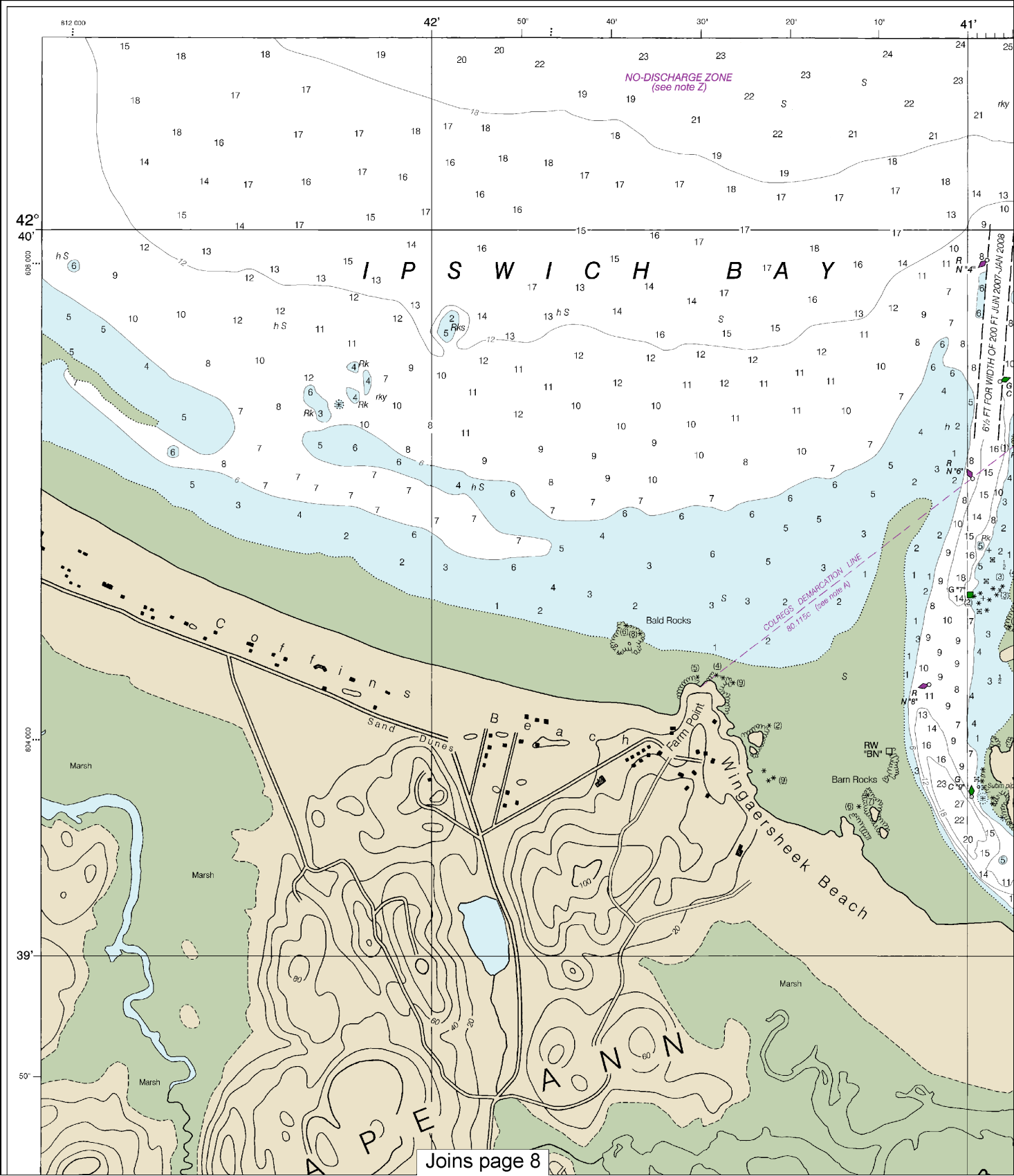
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

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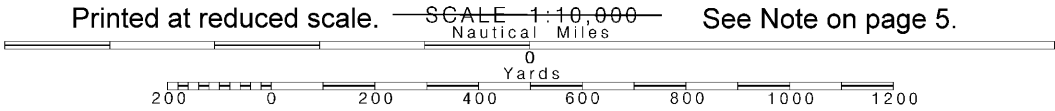
SOUNDINGS IN FEET

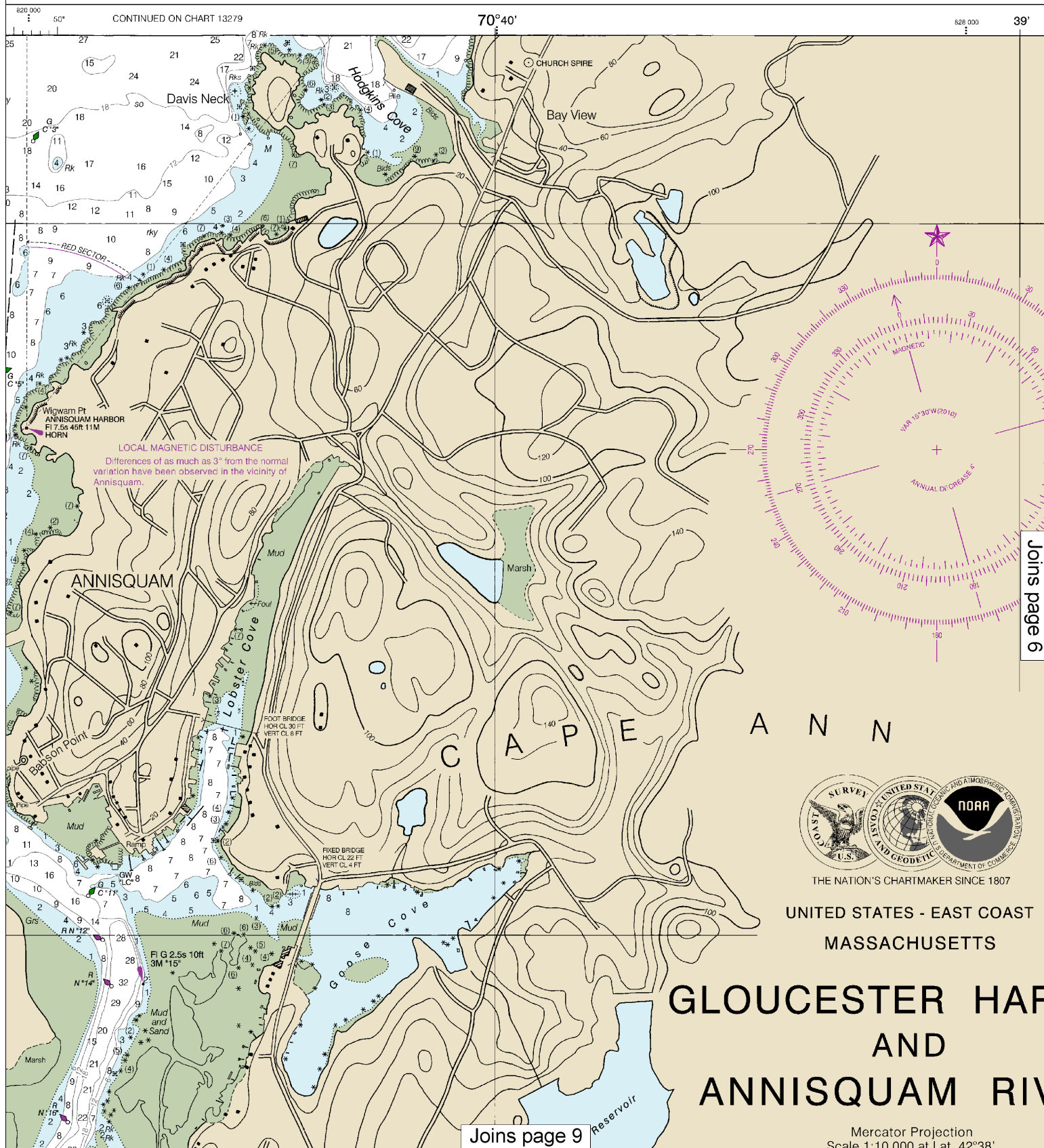
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.



4

Note: Chart grid lines are aligned with true north.



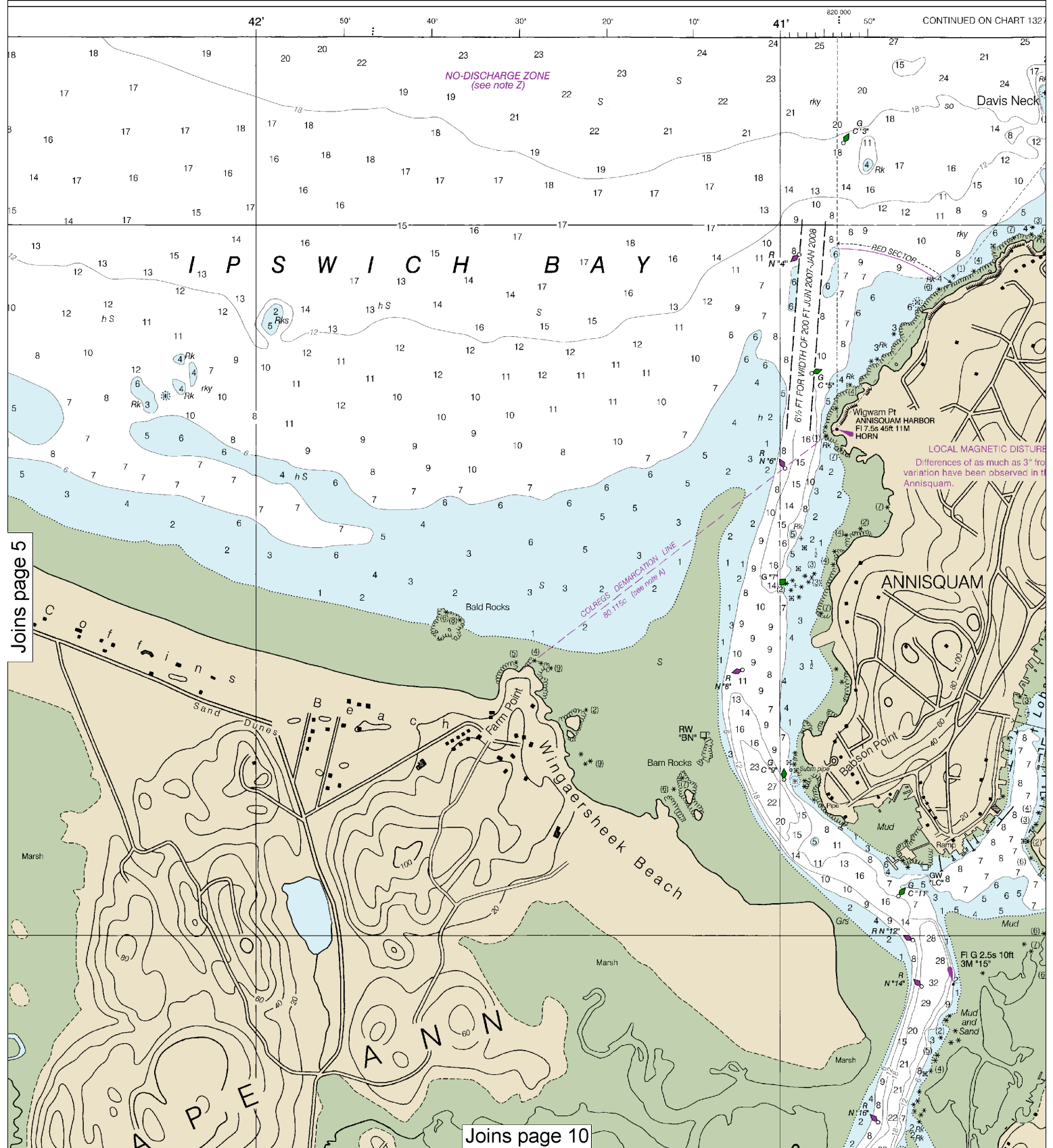


This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:13333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

S IN FEET

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Formerly C&GS 233, 1st. Ed., Mar. 1931 C-1931-347 KA



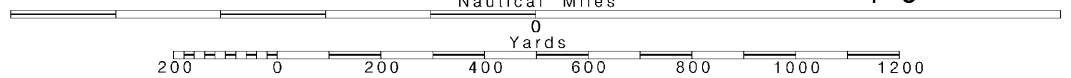
6

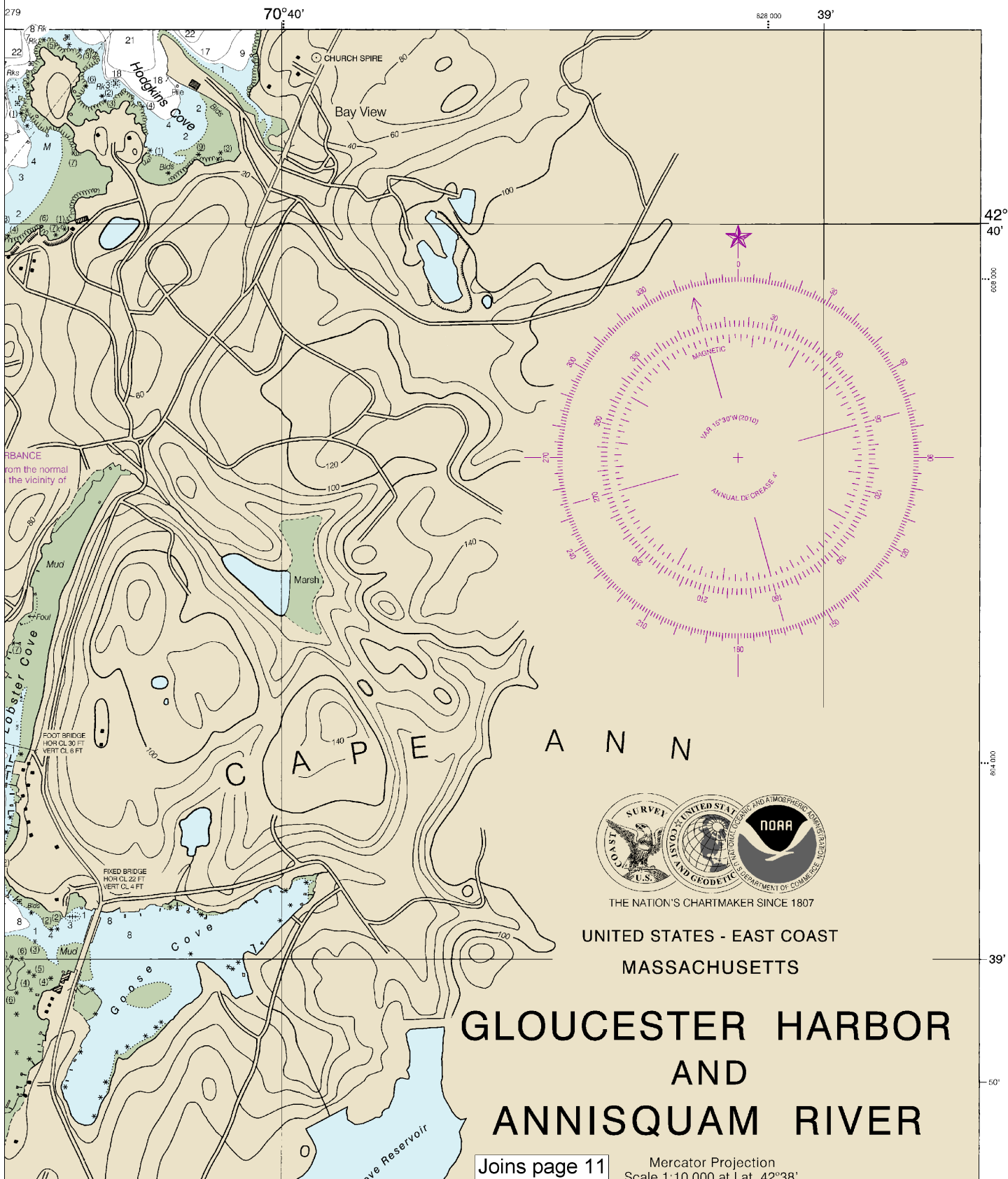
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.





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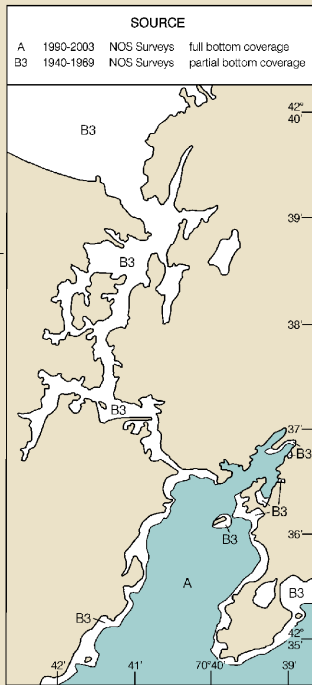
Joins page 4

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.



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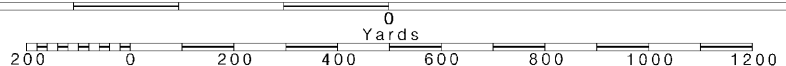
8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000
Nautical Miles

See Note on page 5.



GLOUCESTER HARBOR AND ANNISQUAM RIVER

Mercator Projection
Scale 1:10,000 at Lat. 42°38'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov


CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

ANNISQUAM RIVER			
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2009 AND SURVEYS TO JUN 2007			
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			
NAME OF CHANNEL	DEPTH (FEET)	WIDTH (FEET)	DATE OF SURVEY
WESTERN HARBOR TO BMRR BRIDGE	8.6	MID-HALF	5-07
BMRR BRIDGE TO BUOY 26	AS.3	MID-HALF	6-07

A. CHANNEL HAS SHOALED TO 1.1 FEET SOUTH OF BUOY 33.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 1 for important supplemental information.

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service Survey, with additional data from the Corps of Engineers, Geographical Survey, and U.S. Coast Guard.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.343" northward and 1.841" eastward to agree with this chart.

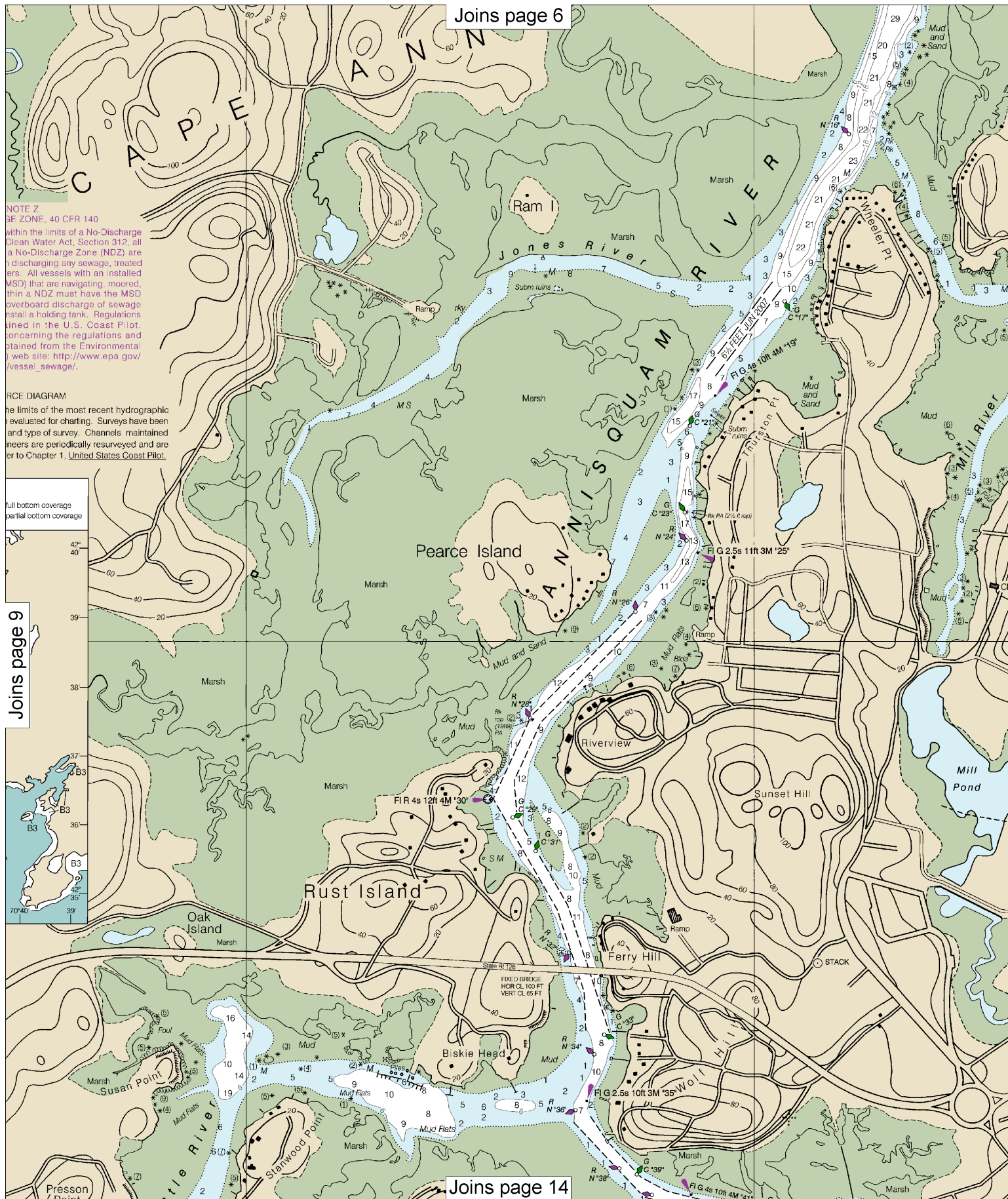
PLANE COORDINATE GRID
(based on NAD 1927)
Massachusetts State Grid mainland zone, is indicated by dotted ticks at 4,000 foot intervals.

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Boston, MA	KHB-35	162.475 MHz
Essex Marine, MA	WNG-574	162.425 MHz
Stratham, NH	KZZ-40	162.450 MHz

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial



10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000
 Nautical Miles

See Note on page 5.

0
 Yards
 200 0 200 400 600 800 1000 1200

ESTER HARBOR AND ANNISQUAM RIVER

Mercator Projection
Scale 1:10,000 at Lat. 42°38'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

ANNISQUAM RIVER			
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2009 AND SURVEYS TO JUN 2007			
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			
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WARNING

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SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: *

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Mean Higher High Water		Mean Low Water	
		feet	feet	feet	feet
Annisquam	(42°39'N/70°41'W)	9.6	9.1	0.3	0.3

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jun 2010)

ABBREVIATIONS

(For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Cr orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHS white
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

21. Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demonstration lines are shown thus: ---

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

HORIZONTAL DATUM

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PLANE COORDINATE GRID

(based on NAD 1927)
Massachusetts State Grid mainland zone, is indicated by dotted ticks at 4,000 foot intervals.

RACING BUOYS

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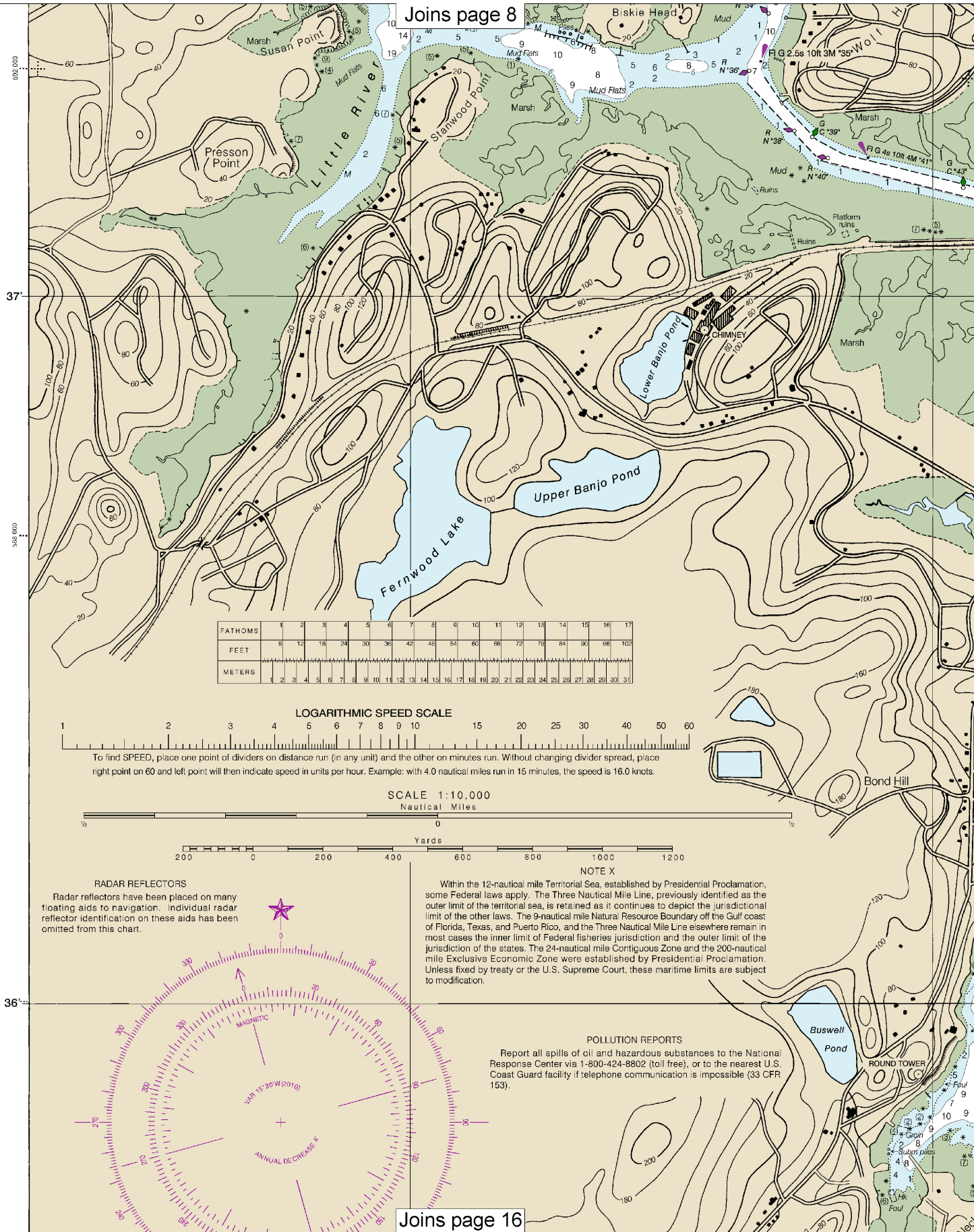
Boston, MA	KHB-35	162.475 MHz
Essex Marine, MA	WNG-574	162.425 MHz
Stratham, NH	KZZ-40	162.450 MHz

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial

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Joins page 8



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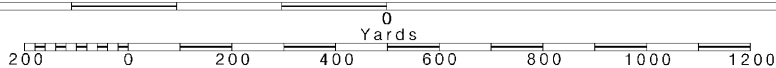
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000 Nautical Miles

See Note on page 5.



Joins page 9

nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

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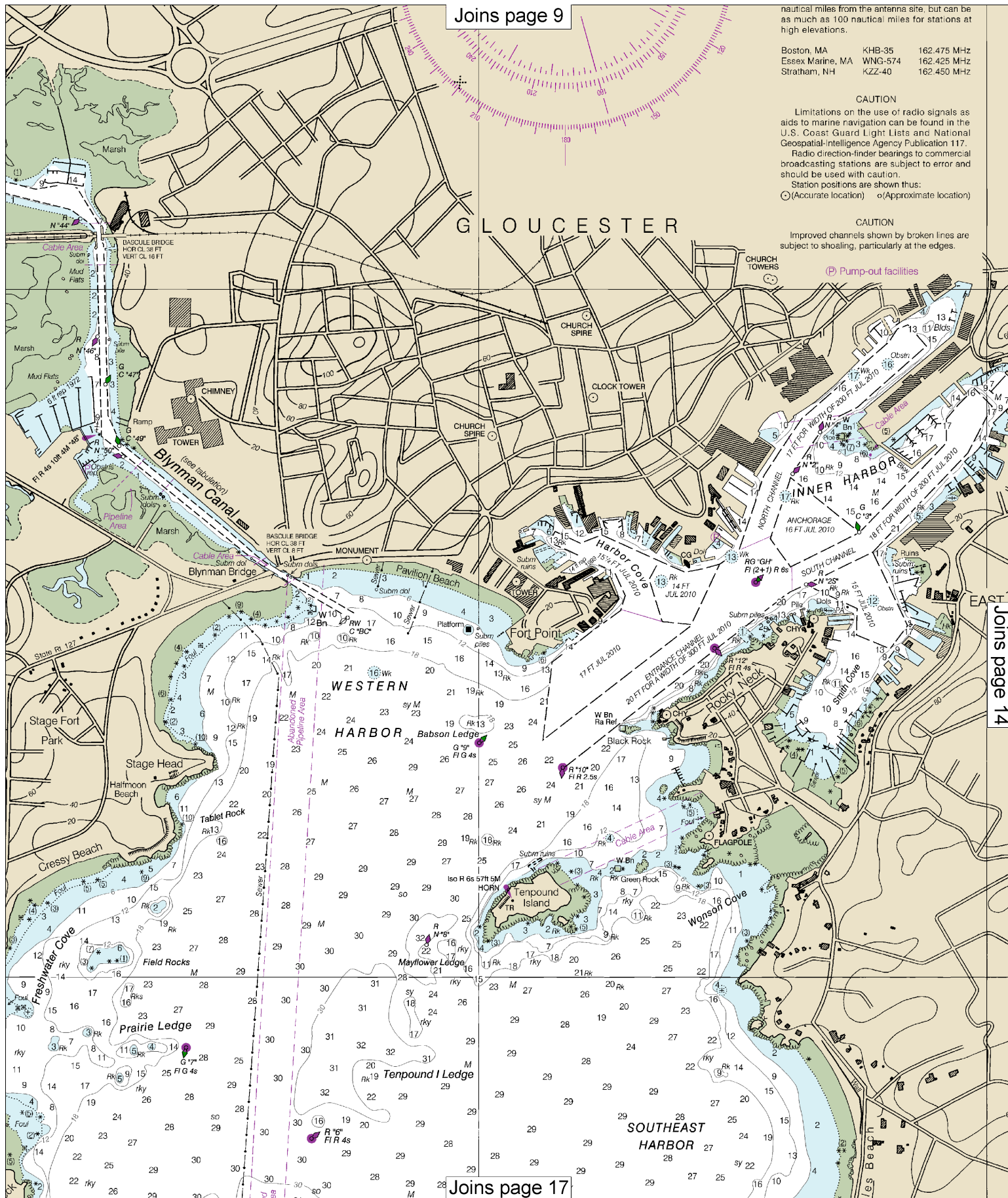
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.



Joins page 17

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Joins page 11

1 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

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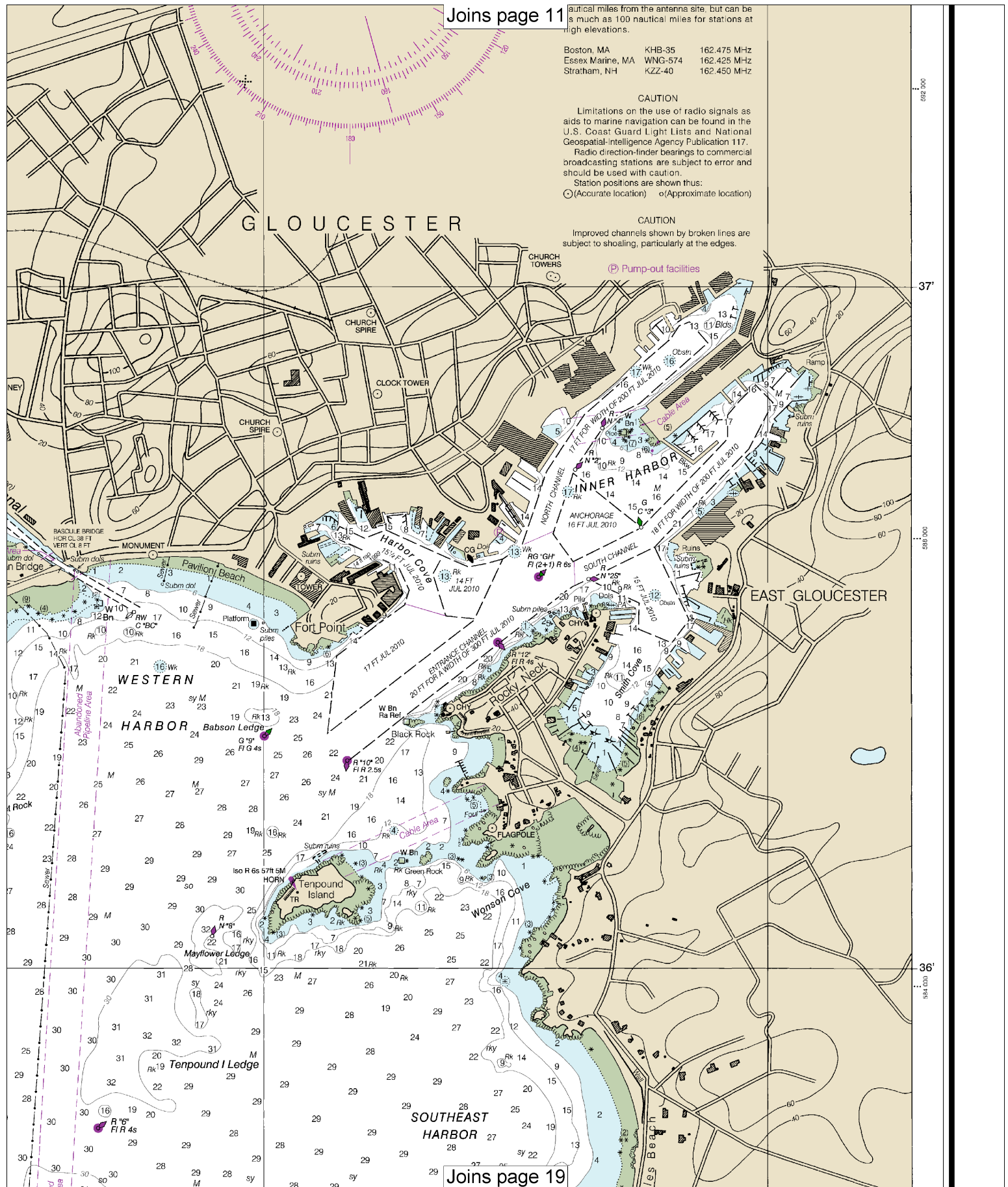
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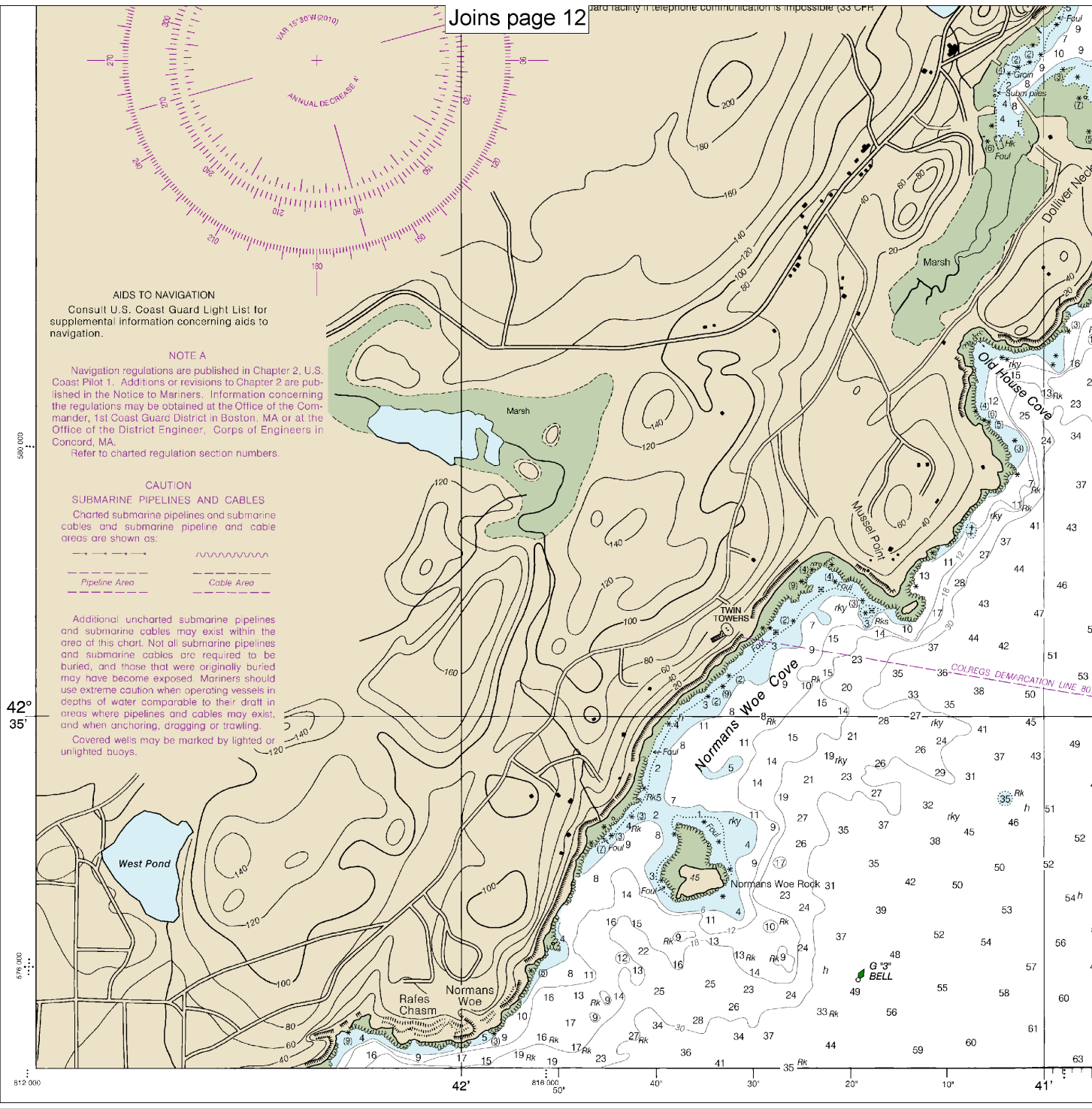
○ (Accurate location) ◐ (Approximate location)

CAUTION

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Joins page 19



19th Ed., Oct. / 10

13281

Last Correction: 9/16/2013. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

NATIONAL

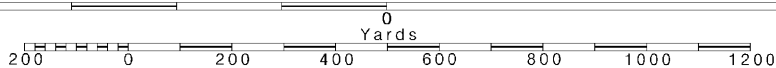
16

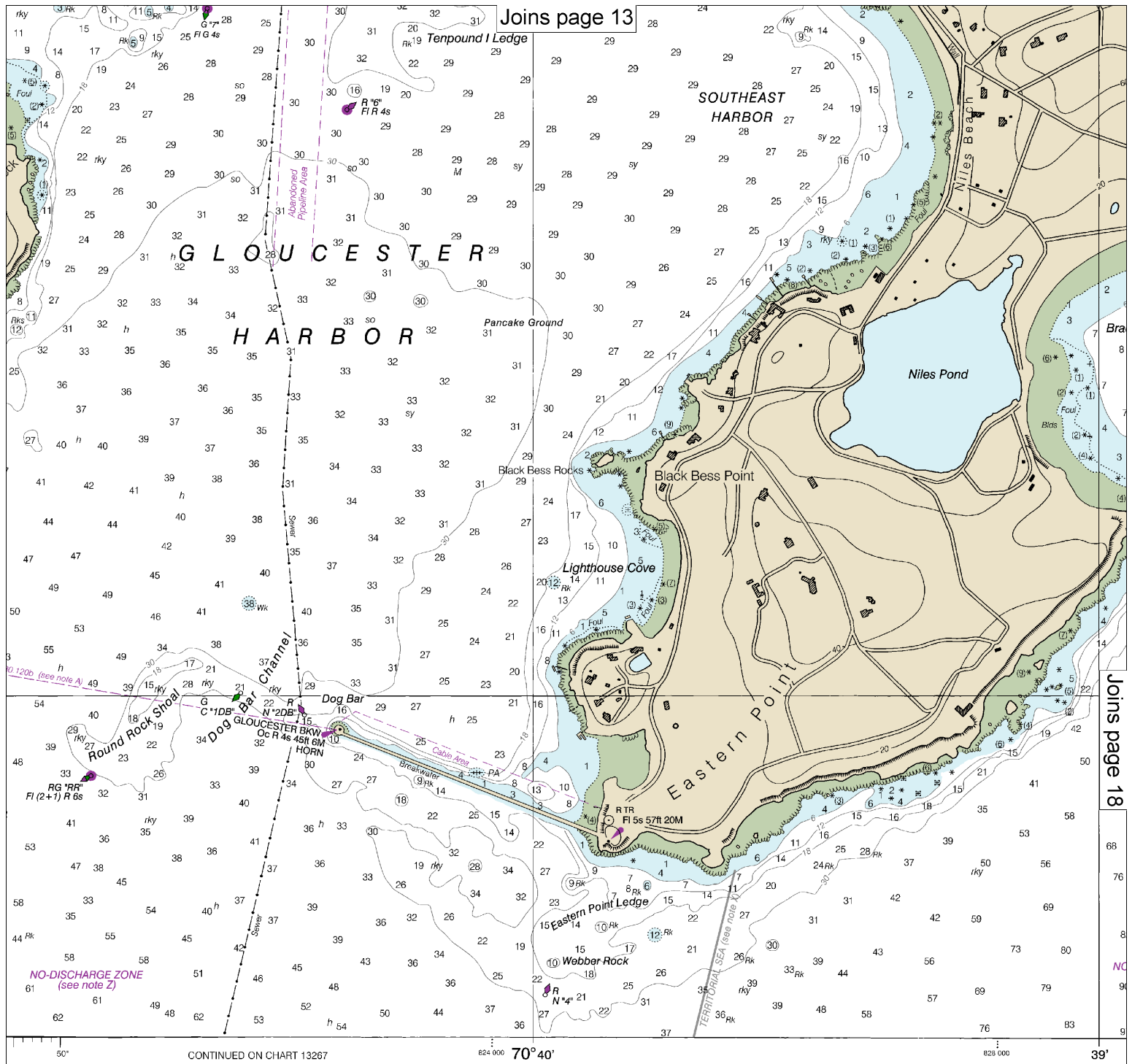
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SCALE 1:10,000
Nautical Miles

See Note on page 5.

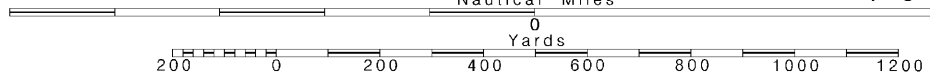
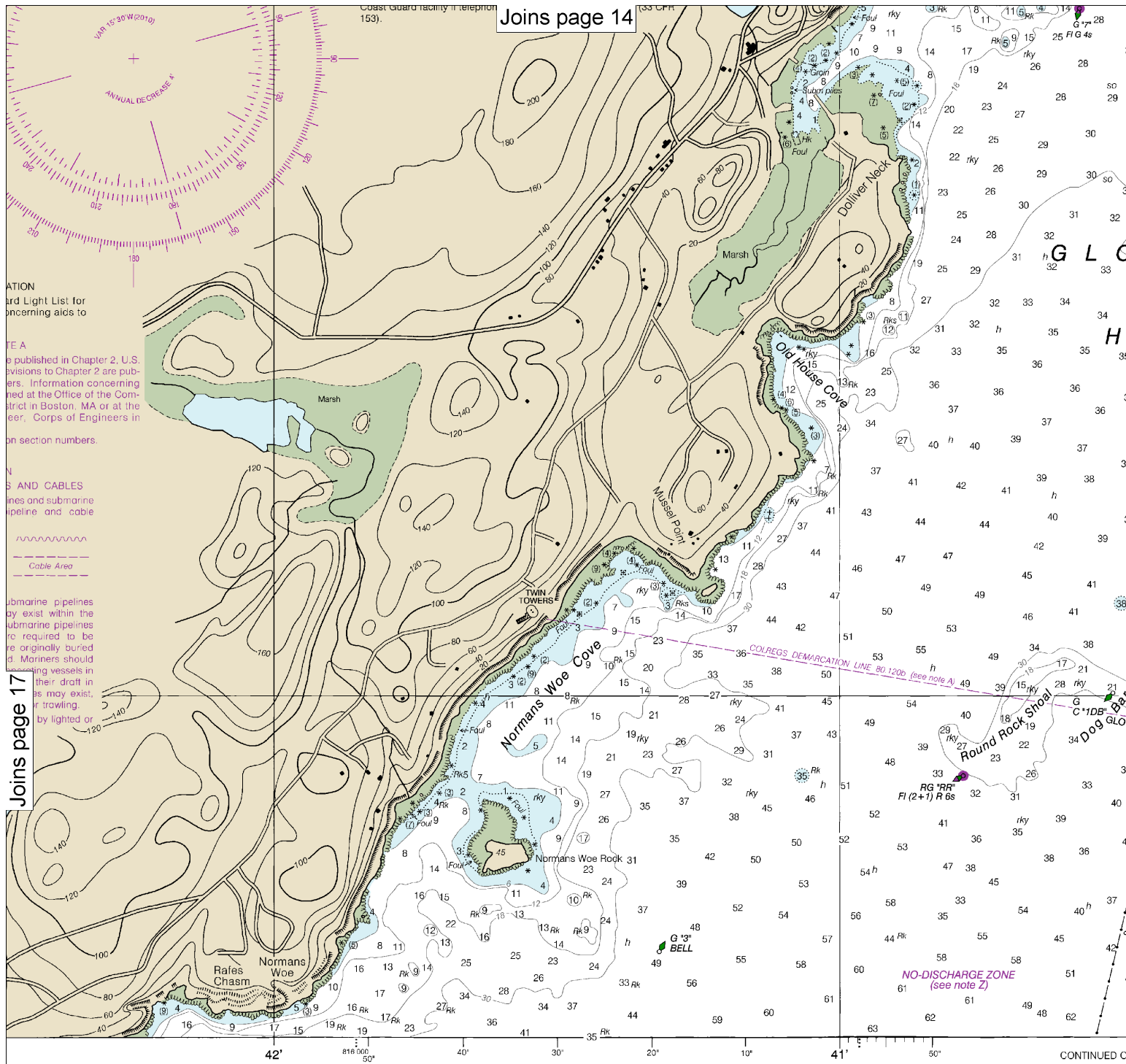




Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

Gloucester Harbor and Annisquam River
 SOUNDINGS IN FEET - SCALE 1:10,000

SOUNDINGS IN FEET





VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.